Daily Diary Report by Bid Item

Contract No.: **04-0120F4**

Diary #: **362** **Const Calendar Day:** 693 **Date:** **02-Aug-2011** **Tuesday**
Inspector Name: **Bruce, Matt** **Title:** **Transportation Engineer**
Inspection Type: Continuous
Shift Hours: 07:00 am 05:30 pm **Break:** 00:30 **Over Time:** 02:00
Federal ID:
Location:
Reviewer: **Mathur, Lalit** **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** 50 - 60 **12 PM** 60 - 70 **4PM** 60 - 70
Precipitation 0.00" **Condition** Overcast in the AM to sunny in the PM w/mod. Win

Working Day ☑ If no, explain:

Diary:

Dispute ☐

Work description.

- Assisted District 4 surveyors with checking horizontal control for point TWL270. The following horizontal coordinates were assigned to TWL270; Northing = 647443.439 and Easting = 1836224.195. NGS monuments Receive Reset 1970, TIN3, and ARMY-2 were used for establishing control. At the beginning of the project Towill assigned the horizontal coordinates to Northing = 647443.436 and Easting = 1836224.200. I also performed a check shot of TWL270 from ARMY-2 backsighting Receive Reset 1970, and from 6203 (TI) checking into TIN3. This is being done prior to cable works to incorporate the Caltrans SFOBB project control.
- Conducted a GPS calibration check with District 4 surveyors using SKY3. They measured SKY3 using both the YBI and Oakland calibrations. There was a discrepancy in the two by 24mm in the easting. This was anticipated since there is 18mm of inherent error across the bay that has been there throughout time. Used their value for SKY3 to check control point MOLE with the Topcon GRS-1 YBI calibration (6056, TIN3, MB007, and Receive Reset 1970) and without SKY3. There was a significant bust with both measurements and therefore it was determined that a control point outside of the SAS wasn't needed because it's far out of the calibration area. Therefore it was determined that SKY3 needed to be held within the YBI/SAS calibration control and recalibrated ever few months due to the fact that there may be minimal movement in SKY3. The control point SKY3 is located on the north side of roadway at the W3 pier table adjacent to the barrier.
- Continued to set-up and become familiar with the Topcon GRS-1 GPS equipment.
- Continued to review the Topcon data collector software Pocket 3D GRS-1 reference manual.
- Worked on miscellaneous surveying issues from the GPS equipment to OBG, bikepath, and cable works.
- See Lalit's diary for details on the operation, equipment, and labor of the Shear Key and Bearing concrete prep work at the E2 cap beam.

Attachment

Tower tie back cable being placed by the pulley and winch system.

Cables placed for the tower tie back seen from the ground on YBI.